

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 31/03

Page 25—Line 48/R to Page 28—Line 14/L; read:

The Australian Ship Reporting System (AUSREP)

The Australian Ship Reporting System (AUSREP) is compulsory for Australian-registered commercial vessels and for foreign vessels on voyages between Australian ports. All other vessels are encouraged to participate when within the AUSREP area.

The objective of the AUSREP system is to contribute to the safety of life at sea by:

1. Limiting the time between the loss of a vessel and the initiation of SAR action, in cases where no distress signal is sent out.
2. Limiting the search area for a SAR action.
3. Providing up-to-date information on all shipping resources available in the area, in the event of SAR action.

The AUSREP area, and Australian SAR region, covers the coast of Australia, as well as the coast of Antarctica between 75°E and 163°E, and extends N to approximately 6°S at its W limit and to 12°S at its E limit. The limits are best seen in the accompanying graphic.

The system is operated by the Australian Maritime Safety Authority (AMSA) through AusSAR, specifically the Rescue Coordination Center Australia (RCC Australia).

Telephone: AusSAR AUSREP
 +61(0)2 6230 6880

AusSAR Maritime
+61(0)2 6230 6811

Facsimile: +61(0)2 6230 6868

Address: P.O. Box 2181
 Canberra ACT 2601
 Australia

Internet: <http://www.amsa.gov.au/amsa/sar.htm>

The AUSREP/REEFREP Interface, a two-way automatic data exchange interface, has been implemented between the REEFREP Ship Reporting System and the existing AUSREP system. This will avoid the need for dual reporting by vessels when participating in the AUSREP and REEFREP systems and will enhance the information available in each system. Further information about REEFREP can be found in Pub. 127, Sailing Directions (Enroute) East Coast of Australia and New Zealand.

On departure from an Australian port or on entering the AUSREP area, the following procedures are applicable:

1. Masters are to send a Sailing Plan (SP) to RCC Australia.
2. A computerized plot is maintained of the vessel's estimated position.
3. Position updates can be done by either of the following methods:
 - a. Position Reports (PR) are sent to RCC Australia each day at the time that has been nominated by the vessel's master so that a report is received at least every 24 hours. Dates and times shall be in Coordinated Universal Time (UTC).

- b. Masters may agree to their vessels being queried via INMARSAT-C which, when requested, will automatically send a PR.

4. On arrival at the destination or on final departure from the AUSREP area, a Final Report (FR) should be sent to RCC Australia.

5. Should a vessel at any time be in a position more than 2 hours steaming from the position that would be predicted from the last SP or PR, a Deviation Report (DR) should be sent to the MRCC.

6. All dates and times used in AUSREP reports are to be in Coordinated Universal Time (UTC).

Sailing Plan (SP).—The SP is sent up to 24 hours prior to joining the AUSREP system, with the following exceptions:

1. At ports within the REEFREP area, the SP must be sent prior to departure.
2. At other Australian ports, the SP may be sent up to 2 hours after departure.
3. When entering the system from sea at an ocean boundary, the SP may be sent 24 hours prior to entering the area or up to 2 hours after crossing the boundary.

The SP contains information necessary to initiate a plot and give an outline of the intended passage. If a vessel does not sail within 2 hours of the time stated in the SP, then that SP must be canceled and a new one sent.

In the case of a foreign vessel departing on an overseas voyage from an Australian port, if the Master does not intend to send AUSREP Position Reports, this fact must be indicated in the SP by the inclusion of the word NOREP in place of the nominated daily reporting time in Field N; amplifying remarks may be included in Field X. Under this option, RCC Australia will not undertake SAR action unless specific information is received which indicates an air search is warranted. However, a NOREP vessel must still comply with the mandatory REEFREP reporting requirements when the vessel enters the REEFREP area.

The AUSREP report format for an SP is given in the accompanying table.

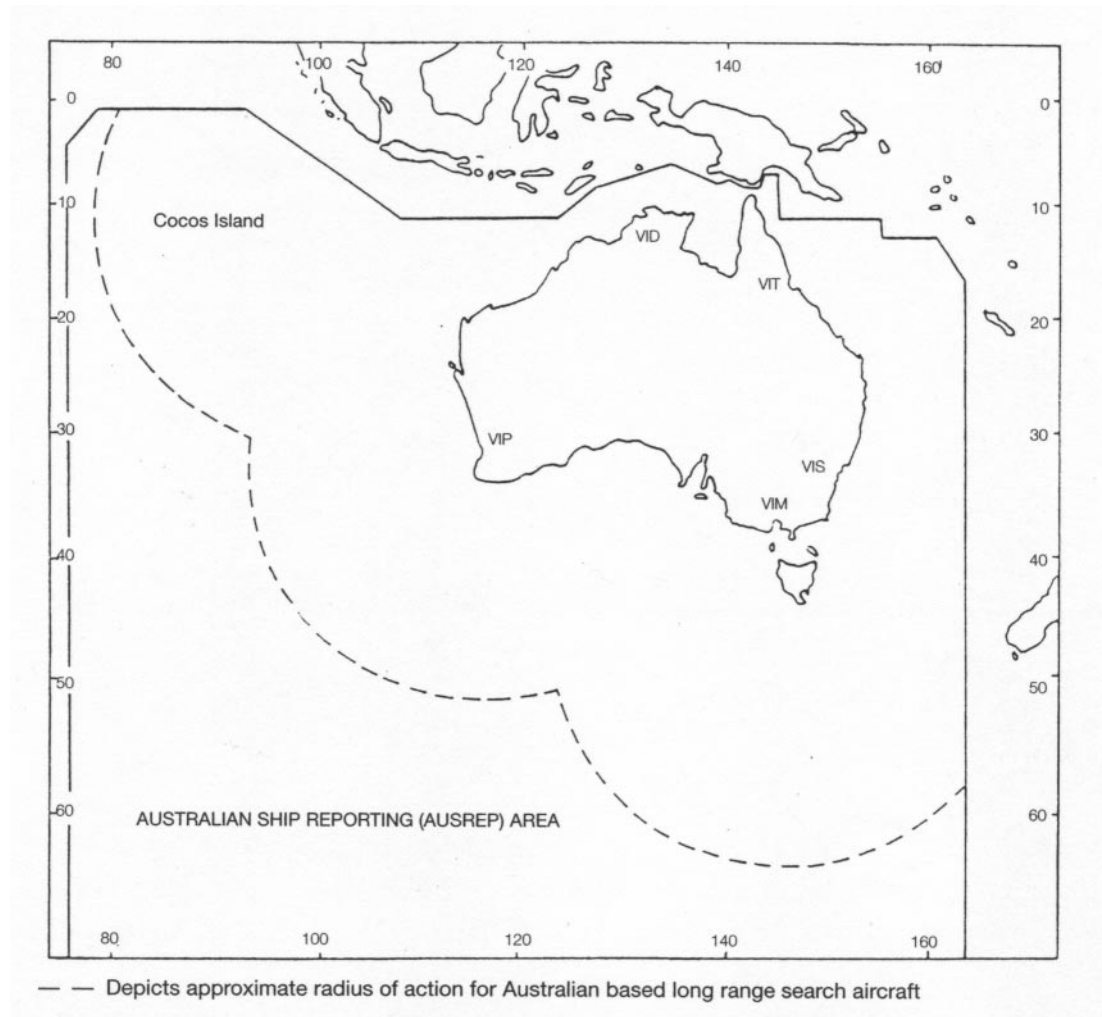
Position Report (PR).—The PR is sent at the Date/Time of Next Report as listed in Field N of the Sailing Plan. These reports must be sent between 2200 UTC and 0800 UTC at the nominated daily reporting time until and including the day of arrival in, or departure from, the AUSREP area. The interval between PRs should not exceed 24 hours.

The information contained in the PR will be used by RCC Australia to update the plot. The PR must reflect the position and course of the vessel at the designated reporting time. However, the speed should be the anticipated speed until the next report time.

The PR is normally automatically processed by RCC Australia, but may not be seen by an operator. If the PR contains important additional safety information that requires the immediate attention of the operator, the word ALERT should be placed in Field X of the PR.

The ETA at port of destination or AUSREP area boundary should always be confirmed in the last PR of a passage. It may also be amended in any PR whenever the Master is aware of a revised ETA.

PUB 120 (Continued)



The AMSA has introduced the use of INMARSAT-C polling as an option to replace the submission of PRs; polling is the preferred method of sending a PR to RCC Australia. Vessels can request RCC Australia to poll the vessel using INMARSAT-C by inserting the word POLL in Field N of the SP instead of nominating a Date/Time of Next Report. Polling involves RCC Australia sending a signal to the vessel's INMARSAT-C terminal to prompt an automatic position report, which includes the vessel's position, course, and speed. INMARSAT-C polling eliminates the need for a manual submission of the PR. Sailing Plans, Deviation Reports, and Final Reports must still be submitted as normal.

The AUSREP report format for a PR is given in the accompanying table.

Deviation Report (DR).—A DR must be sent to RCC Australia if a vessel, at any time, is in a position more than 2 hours steaming from that which would be predicted from the last SP or PR. A DR can also be sent when any other voyage details are altered.

Failure to send an appropriate DR may have a negative effect on SAR operations. If the vessel is in distress and has not sent out a distress message, the AUSREP procedures

may result in RCC Australia initiating an air search to locate the vessel. The search aircraft will start looking in the area related to the vessel's route and speed as indicated in the SP and subsequent PRs. If the vessel has not submitted a DR when there is a change in route and speed, the search aircraft may be unable to find any survivors. It is in the vessel's best interest to keep RCC Australia up-to-date on all voyage details.

The AUSREP report format for a DR is given in the accompanying table.

Final Report (FR).—An FR is sent, as follows:

1. For vessels enroute overseas and departing the AUSREP area, the FR should be sent at the AUSREP boundary.
2. For vessels ending a voyage at an Australian port within the REEFREP SRS area, the FR must be sent at the last REEFREP reporting point
3. For vessels ending a voyage at any other Australian port, the FR can be sent within 2 hour's steaming of the port or pilot station. Under no circumstances should the FR be sent more than 2 hours prior to arrival.

PUB 120 (Continued)

As an alternative, the FR may be telephoned to RCC Australia immediately after berthing, but not more than 2 hours after arrival. If it is known that the vessel is to anchor or berth where telephone facilities are not available, the FR should be sent via the appropriate coast radio station or INMARSAT-C.

The AUSREP report format for an FR is given in the accompanying table.

Overdue AUSREP Reports.—AUSREP is a positive reporting system. If a PR or an FR is not received by RCC Australia within 2 hours of the expected time, action is taken to determine the vessel's location and confirm the safety of the crew.

To avoid unnecessary search action it is most important that vessels report at the nominated reporting time each day and send their FR when leaving the AUSREP area. If a vessel is unable to pass a PR or an FR, all attempts must be made to pass a message to this effect through another vessel, a harbor, or other shore authority either by VHF, signaling lantern, or emergency transmitter.

The action taken by RCC Australia if a report is not received as expected will depend on the prevailing circumstances, but will generally include the following:

1. Internal checks to establish if the vessel's report has been received by RCC Australia.
2. For INMARSAT-equipped vessels, an attempt to contact the vessel directly.
3. Attempts to contact the vessel via HF DSC.
4. The listing of overdue vessels will be listed on CRS traffic lists to alert vessels to submit the overdue report.
5. When 6 hours overdue, a broadcast of the vessel's call sign, with REPORT IMMEDIATE preceding traffic lists, indicating concern due to non-receipt of the PR or FR.
6. Extensive communication checks with Australian and overseas CRS, owners, agents, and other ships are carried out to trace the last sighting or contact with the vessel.

7. When 21 hours overdue, the upgrading of the REPORT IMMEDIATE broadcast to the Urgency Signal PAN PAN indicator.

By the time 21 hours have elapsed, search planning will be in progress and details included in NAVAREA X and facsimile weather broadcasts. By the time the report is 24 hours overdue, positive SAR action will have been initiated to locate the vessel. It should be noted that resources available for an air search decrease with the distance from an Australian base and that the times may differ if the vessel is participating in INMARSAT-C polling.

Sending an AUSREP report.—AUSREP reports can be sent, as follows:

1. In an Australian port.—All reports should be made from the vessel directly to RCC Australia, in order to avoid delays that may be associated with using intermediate agencies. Collect telephone calls, facsimile messages, or INMARSAT-C may be used to send an SP or an FR.

2. Via INMARSAT.—Reports must be addressed RCC Australia and sent via the Pacific Ocean Region (POR) or Indian Ocean Region (IOR) satellites to Xantic Land Earth Station (LES) Perth. These procedures apply only to AUSREP messages. Calls are free of charge when submitted within the AUSREP area.

INMARSAT-C fitted vessels will not be charged for messages sent via INMARSAT-C if these procedures are followed: Select Special Access Code (SAC) 43 through Xantic LES Perth only; Pacific Ocean (222) or Indian Ocean (322).

INMARSAT-A, B, or M fitted Ship Earth Stations will be charged for messages sent via INMARSAT-A, B, or M to RCC Australia.

While participating in AUSREP, vessels should ensure that their INMARSAT equipment remains active in the LOGIN mode at all times.

The preferred method of submitting an AUSREP report is via INMARSAT-C using the previously-described polling option as opposed to sending the reports manually.

| AUSREP Reporting Format | | | | | |
|-------------------------|--|----------------|----|----|----|
| Field | Meaning | Type of Report | | | |
| | | SP | PR | DR | FR |
| A | Vessel name, call sign and IMO number. | X | X | X | X |
| B | Date/time of position. | | X | X | |
| C | Position (latitude and longitude). | | X | X | |
| E | Course. | R | X | A | |
| F | Speed (vessel's anticipated average speed, in knots and tenths of knots, until next report). | X/R | X | A | |
| G | Name of last non-Australian port of call. | A | | | |
| H | Date/time and point of entry into AUSREP area (point is either the Australian port of departure or the latitude/longitude of crossing the AUSREP area boundary). | X | | | |
| I | Next foreign (non-Australian) destination and ETA. | A | | A | |

PUB 120 (Continued)

| AUSREP Reporting Format | | | | | |
|--|--|----------------|----|----|----|
| Field | Meaning | Type of Report | | | |
| | | SP | PR | DR | FR |
| J | Coastal pilotage details: 1. Yes/no. 2. Last name of pilot. 3. License number of pilot. | R | | A | |
| K | Date/time and point of exit from the AUSREP area (the point is either the latitude/longitude of crossing the area boundary or the Australian port at which the vessel is to arrive). | X | | A | X |
| L | Route (vessel's intended track—state rhumb line or coastal, great circle, or composite with limiting latitude). | X/R | | A | |
| M | Coast radio maritime communication stations monitored (include INMARSAT A and C numbers, if fitted). | X | | A | |
| N | Date and time (UTC) of next report. (See Note 1 below.) | X | X | X | |
| O | Draft, fore and aft, in meters and tenths of meters. | R | | | |
| P | Cargo. | R | | A | |
| Q | Defects or other limitations. | A | | A | |
| R | Pollution (or reports of any seen). | A | | A | |
| U | Vessel type, length (in meters), and gross tonnage. | R | | | |
| V | Medical personnel carried. | X | | | |
| X | Remarks. | A | A | A | X |
| Y | Request to relay a report to AMVER. (See Note 2 below.) | A | | | |
| Key: 1. X—Required field 2. R—Vessels transiting the REEFREP Ship Reporting System should also include these fields. 3. A—Include if appropriate. Notes: 1. See text under Sailing Plan for vessels electing not to participate in the AUSREP system. 2. Place the word AMVER in Field Y; do not separate the letters in the word AMVER by spaces, as this may disrupt the computer processing. Masters should note that an AMVER report will only be forwarded if a vessel is in the AUSREP area and is currently participating in the AUSREP system. | | | | | |

(PUBS 023/03;

Aus Annual Notice No. 4A of 2003)

41/03

PUB 126 6 Ed 2002 LAST NM 32/03

Page 190—Lines 36 to 48/R; read:

Depths—Limitations.—The entrance between the reefs on either side is about 245m wide, but the navigable channel is reduced to about 0.1 mile by off-lying patches. The depths in the entrance are 19.2 to 37m.

A settlement on the NE side of the harbor offers two piers, the N of which is the main berthing facility. The pier is about 37m in length, with alongside depths of 3 to 4m. The pier is connected to the shore by a causeway 114m in length.

A light, and range lights in line bearing about 052°, mark the harbor; the range may be difficult to locate in the low morning sun.

Anchorage.—Anchorage may be taken, in about 24m, coral sand, poor holding ground, in the center of the harbor.
(33(3512)03 Taunton)

41/03

PUB 147 7 Ed 2001 LAST NM 40/03

Page 21—Line 30/R; insert after:

Part of the channel is used by seaplanes, as seen on the chart.

(BA NP 70, Supp. 3/02)

41/03

Page 22—Line 1/L; read:

Two bridges, with a maximum vertical clearance of 21m, span the channel from Potter Cay to Paradise Island.

(BA NP 70, Supp. 3/02)

41/03

Page 46—Line 7/R; insert after:

Regulations.—Vessels with a cargo capacity of 150 tons or more are prohibited from an area along the coast, from a

PUB 147 (Continued)

point 3 miles NW of Punta Maya extending NE to a point 4 miles NW of Cayo Piedras del Norte, as seen on the chart.

All vessels loading or discharging cargo, including coastal trade, must follow local regulations. Vessels in regular trade between Matanzas and Cardenas must keep in constant contact with the coast radio station while in transit.

(BA NP 70, Supp. 3/02) 41/03

Page 51—Line 37/L; insert after:

A dangerous wreck has been reported W of Puerto Carupano about 0.5 mile NE of Punta La Morena.

(BA NP 70, Supp. 3/02) 41/03

Page 51—Line 54/L; insert after:

The quarantine anchorage is E of Cayo Juan Claro. Up to three vessels 170m in length can anchor, in depths of 5 to 7m.

A stranded wreck is located in the NW part of the quarantine anchorage as seen on the chart.

(BA NP 70, Supp. 3/02) 41/03

PUB 154 8 Ed 2002 LAST NM 30/03

Page 21—Lines 13 to 15/R; read:

A submarine pipeline extends about 0.4 mile seaward, close NE of the ferry landing. Several radio towers stand close W of the ferry landing. A marina is situated close N of the public wharf.

(BA NM 35/03) 41/03

Page 21—Line 31/R; insert after:

A submarine pipeline runs from 0.3 mile W of Little Shell Island through the harbor into Blue Heron Basin.

(BA NM 35/03) 41/03

PUB 160 2 Ed 2002 LAST NM 39/03

Page 28—Line 50/L; read:

each day between 2200 UTC and 0800 UTC at the time that has been nominated by the

(PUBS 023/03) 41/03

Page 28—Line 35/R; read:

reports must be sent between 2200 UTC and 0800 UTC at the nominated daily reporting time until

(PUBS 023/03) 41/03

Page 28—Line 43/R; insert after:

The PR is normally automatically processed by RCC Australia, but may not be seen by an operator. If the PR contains important additional safety information that requires the immediate attention of the operator, the word ALERT should be placed in Field X of the PR.

(PUBS 023/03) 41/03

Page 28—Line 49/R; read:

as an option to replace the submission of PRs; polling is the preferred method of sending a PR to RCC Australia. Vessels

can

(PUBS 023/03) 41/03

Page 30—Line 12/R; read:

INMARSAT-C may be used to send an SP or an FR.

(PUBS 023/03) 41/03

Page 30—Lines 15 to 16/R; read:

Indian Ocean Region (IOR) satellites to Xantic Land Earth Station (LES) Perth. These procedures apply only to

(PUBS 023/03) 41/03

Page 30—Line 22/R; read:

Xantic LES Perth only; Pacific Ocean (222) or Indian Ocean (322).

(PUBS 023/03) 41/03

Page 30—Line 30/R; read:

via INMARSAT-C using the previously-described polling option as opposed to sending the reports manually.

(Aus Annual Notice No. 4A of 2003) 41/03

PUB 163 8 Ed 2002 LAST NM 40/03

Page 19—Lines 51 to 57/R; read:

Restricted and Prohibited Areas.—The platforms and well heads in Kakap Oil Field are contained within the restricted area, best seen on the chart; unauthorized vessels should not enter this area. Vessels are not allowed to enter a prohibited area within a radius of 1 mile from the SPM buoy and 500m from the well head platform without the Berthing Master onboard.

Anoa Natuna Marine Terminal (5°13'N., 105°36'E.) consists of a lighted production platform and a floating production, storage, and off-loading vessel (FPSO), which is anchored 1 mile SE. They are connected by a submerged pipeline. A pipeline also runs from the facility to Jurong Island S of Singapore. The FPSO vessel is 182m in length and can accommodate tankers of 160,000 dwt in tandem.

The terminal operates 24 hours a day, but operations may be terminated in the event of adverse weather.

Pilotage is compulsory. A Berthing Master boards within the anchorage area, radius 0.75 mile, centered on position 5°12'N, 105°38'E. Mooring is restricted to daylight hours only. Vessels may unmoor at any time.

(BA NM 33/03) 41/03

Page 319—Lines 31 to 33/L; read:

Pilotage.—Pilotage is compulsory for merchant vessels over 30m in length using the deep-water entrance channel. Pilots are boarded in position 5°04.7'N, 115°06.3'E, which lies approximately 0.7 mile NW of Lighted Beacon No. 1AW.

(BA NM 32/03, Section VI) 41/03

PUB 171 7 Ed 2001 LAST NM 26/03

Page 12—Line 54/R; insert after:

Sable Oil Field (35°12'S., 21°19'E.) consists of a storage tanker connected to four wells. Oribi Oil Field and Oryx Oil Field are situated 10 miles E of Sable Oil Field. A submarine pipeline links Oryx Oil Field, where there is a floating production platform and tanker mooring buoy; a storage tanker is secured to the buoy for the greater part of the year.

The oil fields lie within areas in which anchoring and fishing are prohibited. Lights are exhibited and fog signals sounded from the platform, the storage tanker, and the mooring buoy.

(BA NM 35/03, Section IV)

41/03

PUB 174 8 Ed 2000 LAST NM 40/03

Page 25—Lines 41 to 47/L; read:

Pilotage.—Pilotage is compulsory for all the ports of the Republic of Indonesia where pilots are available. Signals for a pilot are in accordance with the International Code of Signals.

Indonesia has implemented the IALA Maritime Buoyage System. In some areas, however, obsolete systems may still exist.

Regulations.—An extensive prohibited area, in which fishing and other activities not associated with the innocent passage of foreign vessels, has been established off the coastline of NW Sumatera to a line joining the following positions:

- a. 5°43.2'N, 94°46.5'E.
- b. 5°51.0'N, 94°46.7'E.
- c. 6°13.5'N, 94°59.5'E.
- d. 6°16.0'N, 95°10.1'E.
- e. 5°40.4'N, 96°00.5'E.
- f. 5°29.0'N, 96°49.4'E.
- g. 5°29.2'N, 97°33.5'E.
- h. 5°01.0'N, 98°03.4'E.
- i. 4°33.8'N, 98°25.9'E.

This prohibited area does not apply to foreign vessels supporting offshore terminals. Mariners should consult with local authorities for further information.

Islands off the North Coast of Sumatera

(BA NM 34/03, Section IV)

41/03

Page 59—Lines 23 to 35/R; read:

Pilotage.—Pilotage is compulsory for all the ports of the Republic of Indonesia at which pilots are available.

Experience has shown that little confidence should be placed in the natives who offer themselves as pilots on the W coast of Sumatera for ports seldom visited. Signals for a pilot are in accordance with the International Code of Signals.

Regulations.—An extensive prohibited area, in which fishing and other activities not associated with the innocent passage of foreign vessels, has been established off the coastline of NW Sumatera to a line joining the following positions:

- a. 5°43.2'N, 94°46.5'E.
- b. 4°48.0'N, 95°10.0'E.
- c. 2°57.0'N, 95°11.0'E.

- d. 2°51.0'N, 95°13.9'E.
- e. 1°55.0'N, 96°29.0'E.

This prohibited area does not apply to foreign vessels supporting offshore terminals. Mariners should consult with local authorities for further information.

Caution.—The coastline is deeply indented, forming numerous bays, none of which, however, N of **Sibolga** (1°44'N., 98°46'E.), afford complete shelter during the SW monsoon. There are many visible and sunken dangers off the coast, but N of **Ujung Raja** (3°44'N., 96°31'E.), they do not extend to any great distance. South of that point they extend from 20 to 30 miles.

(BA NM 34/03, Section IV)

41/03

PUB 192 8 Ed 2003 LAST NM 40/03

Page 114—Line 21/R; read:

1. All vessels carrying oil, gas, or chemicals (fully loaded, partially loaded, or empty but not gas-free), irrespective of length, with a Belgian destination and all other ocean-going vessels with a Belgian destination

(BA NP 286)

41/03

Page 119—Lines 25 to 26/R; read:

Caution.—Vessels must exercise extreme caution when navigating within Rede van Vlissingen. In addition to the regular inbound and outbound traffic, large double-ended ferries ply between Breskens, on the S side of the river, and Vlissingen (Flushing). Vessels also maneuver to change pilots or enter the nearby anchorages in this area. On occasion, large vessels departing the anchorages in Everingen (51°23'N., 3°47'E.) need to turn in Rede van Vlissingen prior to continuing their passage upriver.

(BA NP 28; Belg NM 5/03)

41/03

PUB 195 7 Ed 2002 LAST NM 33/03

Page 17—Line 9/R; read:

Finland. These include a TSS lying centered 20 miles SW of Russaro Light (59°46'N., 22°57'E.), a TSS lying centered 7.5 miles SSE of Porkkala Light (59°52'N., 24°18'E.), a TSS lying centered 8 miles S of Helsinki Light (59°57'N., 24°56'E.), and a TSS lying centered 6 miles SSE of Kalbadagrund Light (59°59'N., 25°36'E.). In addition, a Precautionary Area lies centered 12 miles SW of Helsinki Light. All of the above schemes and areas may best be seen on the

(Fin NM 17/03)

41/03

PUB 200 4 Ed 2002 LAST NM 34/03

Page 70—Line 16/L; read:

each day between 2200 UTC and 0800 UTC at the time that has been nominated by the

(PUBS 023/03)

41/03

Page 71—Line 18/L; read:

reports must be sent between 2200 UTC and 0800 UTC at the nominated daily reporting time until

(PUBS 023/03)

41/03

PUB 200 (Continued)

Page 71—Line 26/L; insert after:

The PR is normally automatically processed by RCC Australia, but may not be seen by an operator. If the PR contains important additional safety information that requires the immediate attention of the operator, the word ALERT should be placed in Field X of the PR.

(PUBS 023/03) 41/03

Page 71—Line 32/L; read:

as an option to replace the submission of PRs; polling is the preferred method of sending a PR to RCC Australia. Vessels can

(PUBS 023/03) 41/03

Page 72—Line 9/L; read:

INMARSAT-C may be used to send an SP or an FR.

(PUBS 023/03) 41/03

Page 72—Lines 12 to 13/L; read:

Indian Ocean Region (IOR) satellites to Xantic Land Earth Station (LES) Perth. These procedures apply only to

(PUBS 023/03) 41/03

Page 72—Line 4/R; read:

Xantic LES Perth only; Pacific Ocean (222) or Indian Ocean (322).

(PUBS 023/03) 41/03

Page 72—Lines 11 to 17/R; read:

The preferred method of submitting an AUSREP report is via INMARSAT-C using the previously-described polling option as opposed to sending the reports manually.

(Aus Annual Notice No. 4A of 2003) 41/03